

Amendments to Drawings:

The attached drawing sheets reflect changes to Figures 5, 6, 9a, and 9b. The sheets replace the original drawing sheets that include the amended figures. In Figures 5 and 6, reference number "94" was changed to "95". In Figure 9a, reference number "84" and its corresponding leader (mistakenly identifying a bushing in the upper left corner of the figure) has been reorientated within the figure to better identify the tensioning assembly. In Figure 9a, reference number "84" and its associated leader (mistakenly shown pointing to chassis 52) has been deleted. In Figure 9a, reference number "94" pointing to an opening for receiving the safety switch, was deleted from the figure. In Figure 9a, reference number "90", designating one half of handle assembly 92, was added to the figure. In Figure 9a, reference number "142" for identifying the cam pin extending from the cam shaft was added to the figure. In Figure 9a, reference number "100" pointing to wheel 126 has been deleted from the figure. In Figure 9a, reference number "148" pointing to the cam pin of the cam shaft was deleted from the figure. In Figure 9b, reference numbers 152 and 152 identifying the bearings for orienting the saw blade relative to the handle have been added to the figure. In Figure 9b, reference number "95" for identifying the safety switch has been added to the figure.

Attachments:

Replacement Drawing Sheets

REMARKS

After entry of this Amendment, claims 26-30, 32, and 33, are pending in the Application. Claims 1-25 and 34-55 have been cancelled by way of an Examiner's amendment as being drawn to a non-elected invention. This Supplemental Amendment does not replace, but rather supplements the previous Amendment filed in responsive to the Office Action dated April 27, 2007, which was filed electronically with the Patent Office on June 1, 2007.

This Amendment corrects various minor inconsistencies between the present application's written text and the drawing figures. In the specification, the term "gap 64" at page 7, line 7, was amended to read "gap". Reference number "64" is used to identify the throat area, not the gap. Reference number "95" for identifying the "safety switch" was added to page 7, line 29. The phrase "The driven wheel" found at page 9, line 5, was amended to read "A driven wheel". The term "biasing member 138" found at page 9, lines 19, 24, and 30, was changed to "biasing mechanism 138" for consistency throughout the specification. The term "carriage 132", occurring twice on page 9, line 23, was amended to read "carriage 130" to be consistent Figure 9a. The term "biasing member 128" at page 9, line 28, was amended to read "biasing mechanism 138" so as to also be consistent with Figure 9a.

Figures 5, 6, 9a, and 9b, have been amended to correct minor inconsistencies between the drawing figures and the written text of the application. In Figures 5 and 6, reference number "94", shown pointing to the safety switch (*see* specification, page 7, lines 25-29), was changed to reference number "95". Reference number 94 is used to identify the mating handle shell (*see* Figure 9b) that adjoins handle portion 90 (*see* Figure 5, and written text at page 7, lines 24-29) of handle assembly 92. In Figure 9a, reference number 90 for identifying the portion of handle assembly 92 that adjoins handle shell 94 (*see* Figure 9b), was added to the figure. Also in Figure 9a, reference number 94, which mistakenly points to the opening for receiving safety switch 95, was deleted from the figure. Reference number "84", which mistakenly points to

chassis 52 in Figure 9a, was deleted from the figure. Reference “84” is used to identify the tensioning assembly as described in the written text commencing at page 7, line 16, and continuing thereafter. Reference number “84” was also mistakenly used in Figure 9a to identifying a bushing associated with the tensioning assembly. The error was corrected by modifying the location and orientation of the reference number and its corresponding leader. In Figure 9a, reference number “142” for identifying the cam pin (see specification page 9, lines 18-19) extending from cam shaft 144 was added to the figure. Reference number “100” (mistakenly used to identify wheel 126) was deleted from Figure 9a. Reference number “100” is used to identify the drive wheel assembly shown to the right of driven wheel assembly 124 in Figure 9a. In Figure 9a, reference number “148” pointing to cam pin 142 of cam shaft 144 was deleted from the figure. Reference number “148” is used to identify cam handle 148 shown at the top left corner of the Figure 9a. In Figure 9b, reference numbers 152 and 154, which identify the bearings used to position the saw blade across throat 64, were added to the figure. Reference number “95” identify the safety switch was also added to Figure 9b.

It is respectfully submitted that this Amendment traverses and overcomes all of the Examiner’s objections and rejections to the application as originally filed. It is further submitted that this Amendment has antecedent basis in the application as originally filed, including the specification, claims and drawings, and that this Amendment does not add any new subject matter to the application. Reconsideration of the application as amended is requested. It is respectfully submitted that this Amendment places the application in suitable condition for allowance; notice of which is requested.

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If the Examiner feels that prosecution of the present application can be expedited by way of an Examiner's amendment, the Examiner is invited to contact the Applicant's attorney at the telephone number listed below.

Respectfully submitted,

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